



## BOSTON ONCE MORE DISCOVERS HAWAII

Sugar Boat With Full Cargo Impresses Hub With Importance of Islands

The arrival of the Panaman at Boston, September 23, with a full cargo of 8000 tons of Hawaiian sugar was cause for considerable comment by the Boston press. The Christian Science Monitor says:

"The cargo brought to Boston by the steamer Panaman was contained in 137,994 bags. And strange enough, this supply of cane was brought all the way from Hilo in charge of Captain Kane, master of the steamer. Besides the sugar there were 1000 cases of pineapples aboard the vessel. Even then the craft had space for 1000 additional tons of merchandise. Landslides in the Panama Canal delayed the vessel about twelve days.

### Some History

"In years before the Panama Canal was opened Hawaiian planters shipped considerable cane across the isthmus of Tehuantepec from which freight steamers brought it to United States ports. The heavy expense of transshipment across the isthmus now is avoided and direct shipments are being made, Hawaii becoming an aggressive competitor of Cuba for the American market.

"Not for many years has a shipment of sugar reached Boston direct by water from Hawaii. It used to come here aboard sailing vessels which made the long voyage around South America. But steam power has driven sailing ships from commerce in sugar.

"The Panaman is much larger than the average sugar steamer coming to Boston from Cuban ports, and could not pass through the narrow draw in Fort Point channel to the refinery wharf. For this reason the cargo is being transferred by lighters.

"This is understood to be the largest cargo of sugar ever to reach Boston in one vessel.

"Can This Be True?"

"The cane produced in the Cuban Islands is understood to be somewhat sweeter than that which comes from Hawaii. In other respects the two products are much the same.

"On the other hand the beet sugar of the Middle West and West is not nearly as sweet as the canes. In fact, refiners say it is necessary to use practically a barrel and a half of the beet product to take the place of one barrel of cane sugar. On the average a ton of beets yields only between 230 and 260 pounds of sugar, varying from year to year.

"Arrival of shipments of beet sugar from the West recently forced the wholesale market down considerably and eventually had the effect of reducing the retail price from six and one-half cents to six cents per pound.

"The huge shipment from Hawaiian ports aboard the Panaman caused a further reaction on the local market. The wholesale price falling off thirty points immediately, the large refiners quoting five cents a pound in large quantities. The jobbing price about the city dropped thirty points to correspond and the retailers today were selling at five and one-half cents a pound.

"To forecast the future market condition would be uncertain, but dealers in Boston feel that in view of the abundance of the Cuban supply and the fact that the New York market is now selling at sacrifices in order to get rid of surplus stocks, a further reduction in Boston may be looked for. With further competition from the Hawaiian Islands the prospects for more reductions appear favorable.

### HAWAIIAN TOBACCO SALES

The demand for wrapper tobaccos has resulted in sales of practically all available stocks of Hawaiian leaf, according to recent advices from San Francisco. The war has interrupted transoceanic traffic to such an extent that importations of Sumatra and other wrapper tobaccos have been seriously curtailed. Hence the demand for anything that can be used to wrap a cigar has caused brokers and dealers to seek all available supplies. A dozen inquiries for Hawaiian leaf have been received in the last thirty days.

### SEASON IS ENDING

Nine plantations are still grinding at this date. One completed its harvest yesterday and one mill has had to shut down for repairs. Half a dozen or more will probably finish their crops during the next week.

George H. Robertson stated yesterday that Hawaiian Agriculture will not be able to harvest all its 1915 cane. The mill will probably not shut down but will work right through into the 1916 crop season.

### EUNSHINE AND COMMON SENSE

Don't doctor your blood for rheumatism. Use an external application of Chamberlain's Pain Balm. In a few days it will get you up and out into the sunshine, then nature will restore the rich red blood to your veins and soon rid the system of this troublesome disease. For sale by all dealers. Ben Smith & Co., Ltd., agents for Hawaii.

## CUBA'S CROP LARGER THAN WAS EXPECTED

Willet & Gray Comment On Market As It Was To September 30

Sales of raw sugar in New York during the week ending September 30 were only about 50,000 bags. Willett & Gray in their weekly report state, in part, that the market was in general firm, without buyers. There was little of general interest to be said.

A hurricane passed west of Cuba and struck the Gulf Coast in the vicinity of New Orleans, doing some damage there.

This report having been issued one week before the epoch making announcement of a change of policy on the part of the administration relative to sugar duties, the following must be interpreted in the light of later knowledge.

"If the cane refined is to hold its usual markets at this season," they state, "its quotation must continue to decrease until the domestic beet sellers find it expedient to withdraw from the extreme Eastern markets, as has been their custom in former years, and will likely be necessary in the present season unless an unusual amount of orders for refined cane in from Europe to relieve the cane refiners' surplus production.

"Regarding the new English tariff, until the full text of the bill is at hand by mail, we will not be able to give the exact details of its application. It is evident, however, that the increase of duties on sugar are sufficient to warrant expectation of some decrease of consumption of sugar in Great Britain.

"Atlantic ports receipts for the week (49,551 tons) were sufficient for the meltings (45,000 tons), and stocks remain about unchanged.

"As we go to press on Thursday there is little to indicate much if any larger receipts for the better in the sugar outlook for some time to come. Holders continue to offer Cubas at \$8.90, but buyers remain indifferent, their policy being apparently to buy raws on the hand-to-mouth basis, the same as the country is buying refined.

Cuba Crop Growing

The visible production at 2,522,736 tons is approaching nearer to last year's production of corresponding date—2,660,232 tons. The deficiency is decreased to 33,476 tons by the slightly larger receipts of 7338 tons this week, against last year's 5000 tons. Exports are moderate at 18,659 tons, of which, according to Mr. Himley, 286 tons are for Europe, with the balance for the United States Atlantic ports.

"Stocks, in consequence, show only a small decrease and continue large for the season of the year—291,229 tons, against 120,000 tons last year. A remarkable circumstance in connection with this large stock of 291,229 tons is that it is practically all unsold. It is estimated that only 30,000 tons are owned by American refiners and England. Once Central continues to work, the same number as last week. Weather is reported as unsettled, but as no unfavorable factors have as yet been mentioned, the crop must be as favorable progress and growth.

Refined

At the close last week, refiners' prices for fine granulated were irregular, from 5c to 4.80c to 4.90c.

On Friday, the Federal, which had made a 4.80c quotation for a short time on Thursday, went up to 4.90c, list price, but continued taking orders at 4.90c. The American, Howell and Warner quoted 4c and Arbuckle 4.90c on barrels and 100 pound bags granulated and cubes.

On Monday Howell declined to 4.95c. Also Arbuckle and Warner on all grades, and American on all except their special grades, say cut loaf, crushed, tablets, dominos and mould A.

Tuesday Howell opened at 4.90c, followed by Arbuckle and Warner on all grades and by American on all except special grades, which latter remained at 5c basis, and as Federal continued to take business at 4.90c, all refiners were on the same basis, still obtaining, as we go to press, still obtaining.

There have been several reports of labor difficulties at one or two refineries, but as far as we can learn no serious interruption to work has been caused.

Western beet quotation declined to 4.65c, and Michigan beet to 4.70 basis. Since the reported sale of 20,000 tons granulated sugar to the United Kingdom last Friday, no business of importance has occurred in export refined. For a time there was some activity shown by Great Britain in January-March shipments at 3.50c not cash, in bond, f. o. b. New York per granulated, but as far as we can learn no business has resulted.

CANE TAPERS LATE

Cane conditions are better than the average for this time of the year and the 1916 crop is making rapid strides. John Waterhouse stated yesterday there is every indication that the tapping will be very late this year.

It is of course augurs well for a good growth and many added tons of cane and sugar. It will throw the beginning of the harvest later than usual but if the weather continues favorable the juices will be richer when the grinding commences.

On the 15th of the month, the Hawaiian Sugar Carriers were Big Customers of New Waterway During First Year

A. M. Nowell, manager of the Sugar Factors' Company, has tabulated the figures showing Hawaii's share in Uncle Sam's Panama Canal business. The canal was opened to traffic August 15, 1914. During the first year, or until August 14, 1915, twenty-six American-Hawaiian ships of 231,500 combined tonnage made seventy-eight eastbound trips through the canal, and seventy-six voyages westbound.

The eastbound cargoes, carried by these steamers totaled 635,226 tons, of which 285,000 tons were Hawaiian sugar. Westbound freights to the Pacific Coast and Hawaii amounted to 335,868 tons. An American-Hawaiian steamer passed through the canal eastward bound every 4.7 days and one came west, every 4.8 days.

Hawaii Supports Canal

On the voyages to the Atlantic these ships carried cargo up to 88.5 per cent of their full capacity, but coming west they were only laden 75.3 per cent full. During this first twelve months of its operation the canal was used by 661 merchant vessels, and tolls were collected on 3,283,000 tons. The American-Hawaiian fleet contributed 154 of the 661 voyages, or 23.3 per cent.

As an illustration of the cargo capacity of the vessels comprising the sugar fleet, Mr. Nowell finds that average eastbound cargoes for all vessels was 4067 tons. The average American-Hawaiian eastbound cargo was 64 per cent larger than this "total average."

Westbound American-Hawaiian cargoes were 82 per cent higher than the "total average" cargoes of 3874 tons. Nearly 12 per cent of all vessels passing through the canal towards the Atlantic were sugar boats as were also 11.6 per cent of the ones coming west. This fleet carried 21 per cent of all the westbound freights and 19.4 per cent of the cargoes going east. On an average there were 1.8 vessels per day in the canal.

## HAWAII IMPORTANT USER OF CANAL

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## IMPROVING THE CROP BY ENLARGING MILLS

Suggestions For Bettering Yield Of Sugar Without Increasing Area Planted

There is a sharply defined period during the ripening stage of cane where reducing sugars are either entirely absent or where they occur in very small proportion in the juices. If cane could be harvested at this stage when the sucrose content is highest and the juices contain the least volume of non-crystallizable sugars, results in total marketable product would be local. Yields of sugar per ton of cane depend on how near this stage of development the ripe cane can be harvested and ground.

The great plantations in Hawaii have kept all abreast of the times when it has come to the adoption of improved machinery, better field practice, a short cut in manufacture, but competent judges believe there is still an opportunity of getting the most out of a crop by shortening the period of harvesting.

Yields and quality of juice are never satisfying at the present day of the grinding season nor towards its end, especially where because of insufficient labor supply or too small milling capacity the season is almost continuous.

Not Getting Best Yields

Te optimum condition of ripeness in cane can be determined by exact chemical tests. Why should not the plantations be fully equipped to take off their crops when they are ripe? What particular advantage does any plantation reap by interminably stringing out the grinding season? The first right step in this direction has been taken now that a systematic effort has been made to standardize engineering practice and bring all machinery units in the mill up to balance. The day has passed when managers can excuse poor mill performance on the plea that their equipment is inadequate. It is now recognized that the capacity of a mill is limited by the size of its weakest unit, just as the strength of a chain is measured by that of its weakest link.

A Weak Point

Viewing the industry as a whole the weakest joint in the structure seems to be the inability of the plantations to harvest their crops when the cane has reached its optimum condition of ripeness. The labor situation is no longer the dominating factor. The adoption of the bounty system has made the plantation laborers co-partners with the owners and employers and has relegated time service to the Dark Ages.

Remarkable advances have been made all along the line in all fields, but the limit of production has by no means been reached. On the many thriving side increased capacity is highly desirable in almost every mill in Hawaii together with betterment, extension and improvements in the machinery for handling increasing quantities of cane in a shorter period. In details mill and boiling house are developed ahead of the straight agriculture of sugar production, but in a broader sense the manufacturing branch lags behind because the average equipment is not such as to enable the plantations to take more immediate advantage of field and market conditions.

REDUCED FREIGHT RATES  
ON WESTERN BEET SUGAR

The beet sugar producers of the Pacific Coast have petitioned the interstate commerce commission to grant a through rate of 40 cents per 100 pounds from San Francisco to Atlantic distribution centers. Shipments will go by the Southern Pacific from San Francisco to Galveston, thence by steamers of the Morgan Line to New York, Philadelphia, Baltimore and Boston.

A. M. Nowell stated yesterday that if this rate is approved by the commission, as it probably will be, it will place the transcontinental railroads on a competitive basis with all-water routes to the eastern seaboard. The time element is one factor that must be considered in figuring the relative cost of transportation as insurance charges against cargoes in transit vary according to the number of days.

Another factor is the actual loss of sugar in transit. When shipped by rail losses are high through the sifting of the sugar out of the bags, because of the constant shaking motion in cars. There have also been considerable losses in time past the planters have had to move portions of their output by rail. Of course, when refined is shipped in cases and barrels leakages are not as great as with raw sugars.

KONA MILL BREAKS DOWN

Kona Development Company will have to shut down on account of breakage. The sugar ground to date is 344 tons and it is estimated that about 125 tons are still to be harvested. Repairs are now being made.

FINE CROWING WEATHER

Light showers and hot crowing weather is reported along the Hanalei coast and in the Hilo district. There have been fine rains on Maui, Oahu and Kauai and the cane is making a splendid growth.

Farm Economics In Relation To State

Vages Paid Not Real Problem But What Men Accomplish By Labor

If mankind consumed all that it produced there would be no wealth. If a country is wealthy, it indicates that human energy is used effectively. The more effectively labor is used, the higher priced it becomes. The more efficient farmers become, the fewer are needed.

If one man produces more than formerly an increased city population can be supported. At the same time, the farmer's wants will become greater, and more men will be needed to make his machinery, pianos and furniture. Cities are, therefore, a necessary result of good farming,"—so says Prof. G. T. Warren, of Cornell University, on the broad subject of the relation of the machine of agriculture to the state.

Labor Chief Income

The average farmer, just about makes farm wages besides interest on his capital. His labor is his chief income. He is, therefore, as much interested in having farm labor high as in his hired men.

Whether farm labor is high or low makes little difference with the farm labor problem. The real problem is to see how to get a better advantage than it is used by the average person, other than there is little or no profit in employing men. If labor is cheap, farm products will also be cheap, and the problem of making money by hiring others is exactly the same. The man who does not use labor effectively will one day be employing help whether wages are high or low.

Some men are worth nearly twice as much as others, but wages are fairly uniform. By paying twenty per cent more one may often secure a man who is worth nearly twice as much.

On the average the value of staple products is measured by the cost to produce them. The world price of wheat, corn and cotton is probably very close to the costs of production and transportation. One community may produce wheat at a loss and another at more than farm wages.

If this law is true, a farmer may make more than farm wages by working harder; by locating where the cost is below the average; choosing land that will produce out of proportion to the cost; locating near a market, and thereby saving on transportation; increasing the production out of proportion to the cost; decreasing labor on other cost without proportionate decrease in crop; foreseeing future conditions and preparing to meet them; or venturing where the standard of living is higher than his own.

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